

Providence City Planning Commission Agenda
Providence City Office Building, 15 South Main, Providence UT 84332
March 25, 2015

The Providence City Planning Commission will begin discussing the following agenda items at 6:00 p.m.
Anyone interested is invited to attend.

Approval of the Minutes:

Item No. 1. The Providence City Planning Commission will consider for approval the minutes of March 4, 2015.

Public Hearing(s) 6:15 p.m.:

Item No. 1. Proposed Code Amendment. The Providence City Planning Commission will hold a public hearing to receive public comment on proposed amendments to Providence City Code 10-8-5: Commercial Zoned Districts; Site Development and 10-8-6: Parking Regulations.

Study Items:

Item No. 1. Proposed Code Amendment. The Providence City Planning Commission will review proposed amendments to Providence City Code Title 10 Zoning Regulations, Chapter 6 Use Regulations Section 1 Use Chart by adding Recreation/Entertainment as a conditional use in an SFL zone.

Action Items:

Item No. 1. Final Plat Approval. The Providence City Planning Commission will consider for approval a Final Plat for Hillcrest Subdivision, Phase 4. A 9-lot residential subdivision located generally at 519 East 800 South, Providence UT.

Item No. 2. Proposed Code Amendment. The Providence City Planning Commission will consider for recommendation to the Providence City Council proposed amendments to Providence City Code Title 10 Chapter 6 Use Regulations. Use Chart proposed amendments include changes to beekeeping.


Item No. 3. Proposed Code Amendment. The Providence City Planning Commission will consider for recommendation to the Providence City Council proposed amendments to Providence City Code 10-8-5: Commercial Zoned Districts; Site Development and 10-8-6: Parking Regulations.

Item No. 4. Proposed General Plan Amendment. The Providence City Planning Commission will consider for recommendation to the Providence City Council proposed amendments to the transportation element of the Providence City general plan.

Staff Reports: Any items presented by Providence City Staff will be presented as informational only.

Commission Reports: Items presented by the Commission Members will be presented as informational only; no formal action will be taken.

Agenda posted by Skarlet Bankhead on March 24, 2015.


Skarlet Bankhead
City Recorder

If you have a disability and/or need special assistance while attending the Providence City Planning Commission meeting, please call 435-752-9441 before 5:00 p.m. on the day of the meeting.

Pursuant to Utah Code 52-4-207 Electronic Meetings – Authorization – Requirements the following notice is hereby given:

- Providence City Ordinance Modification 016-2006, adopted 11/14/2006, allows Planning Commission Member(s) to attend by teleconference.
- The anchor location for this meeting is: Providence City Office Building, 15 South Main, Providence, UT.
- Member(s) may be connected to the electronic meeting by teleconference.

Providence City Council Members may be in attendance at this meeting; however, no Council action will be taken even if a Quorum exists.

Providence City Planning Commission Meeting
Providence City Office Building
15 South Main, Providence UT 84332
March 4, 2015 6:00 pm

Attendance:

Chair: Larry Raymond
Members: Kirk Allen, Larry Hogge, Sherman Sanders
Alternates: Wendy Simmons, Heather Hansen
Excused: Robert James

Approval of the Minutes:

Item No. 1. The Providence City Planning Commission will consider for approval the minutes of February 25, 2015.

Motion to approve the minutes: K Allen, second – S Sanders

Vote: Yea: K Allen, L Hogge, R James, L Raymond, S Sanders
Nay: None
Excused: None
Abstained: None

Action Items:

Item No. 1. Proposed general plan amendment. The Providence City Planning Commission will consider for recommendation to the Providence City Council proposed amendments to the transportation element of the Providence City general plan.

After considerable discussion the Commission made the following recommendations to the transportation element:

- Eliminate extending Center Street beyond 200 West (moving west).
- Upgrade 300 South from Canyon Road moving west to 200 West. Align roundabout at 200 West/300 South.
- Upgrade/build Spring Creek Parkway from Gateway Drive going east to future Grandview Drive.
- Improve 100 East/Canyon Road to 300 South.
- Eliminate extending Cove Street to Canyon Road.
- Continue 100 South from 200 West to Highway 165. Improve 200 West/100 South intersection.
- Improve intersection at 100 North/200 West.
- Extend 330 West from 700 South north to 100 South.
- Extend Main Street to Millville 200 East.
- Improve 400 East from Canyon Road to Millville city limits.
- Join Hillsborough to Hidden View.
- Extend 600 East from 1000 South to Hillsborough.
- 500 East to continue from Canyon Road to 1000 South.
- Continue 800 South to 500 East.

- Improve 100 North to 400 East.
- Improve 300 East from 100 North to 200 North.
- Improve 400 East from Center Street to Spring Creek Parkway.
- Improve 200 North/300 East intersection.
- Improve 200 North from 400 East to 300 East.
- Upgrade Canyon Road to Providence Canyon.
- Construct path along Canyon Road.

Motion to combine the transportation corridor plan map (February 9, 2015 revision) with changes noted above as part of the transportation element for the Providence City general plan : R James, second – S Sanders

Vote: Yea: K Allen, R James, L Raymond, S Sanders
Nay: None
Excused: L Hogge
Abstained: None

Staff Reports: Any items presented by Providence City Staff will be presented as informational only.

- No staff reports.

Commission Reports: Items presented by the Commission Members will be presented as informational only; no formal action will be taken.

- No commission reports.

Motion to adjourn: R James, second – s Sanders

Vote: Yea: K Allen, R James, L Raymond, S Sanders
Nay: None
Excused: L Hogge
Abstained: None

Meeting adjourned at 7:45 pm.

Minutes recorded by S Bankhead and prepared by C Craven.

Larry Raymond, Chairman

Caroline Craven, Secretary

10-8-5: ~~COMMERCIAL ZONED DISTRICTS; SITE DEVELOPMENT:~~ All site development and landscaping in the commercial-zoned districts (C1) shall conform to the minimum regulations specified herein: (Zon. Ord., 5-8-1991; 1998 Code)

A. ~~Landscaping:~~

1. ~~Parking Spaces:~~ Provisions shall be made to accommodate three hundred (300) square feet of landscaped area for every ten (10) parking spaces within the parking lot in any commercial district. The landscaped area shall consist of medians, islands, or area around the structures. A minimum of ten percent (10%) of the total lot is to be landscaped. The landscaped public area between the curb, gutter, and sidewalk is not used to meet the requirement. (Ord. 98-OM007, 3-24-1998)
2. ~~Median Adjacent Parking Aisle:~~ A landscaped median running the length of the adjacent parking aisle shall be provided for every two (2) contiguous double-loaded parking aisles.
3. ~~Width:~~ All planted medians shall be a minimum of ten feet (10') in width.
4. ~~Buffering:~~ All parking areas shall be visually buffered from main roadways with appropriate landscaping.
5. ~~Building:~~ A ten foot (10') wide minimum landscaped area shall be provided around the entire building, with the exception of where loading docks, ramps, etc., are located. Up to five feet (5') of said ten foot (10') minimum may be sidewalk. (Zon. Ord., 5-8-1991)
6. ~~Trees:~~ One tree (minimum 1¾ inch caliper, minimum 10 feet in height) shall be planted and maintained for each one thousand (1,000) square feet of landscaped area. Trees in portable planters shall not qualify to meet the tree requirements. (Ord. 98-OM007, 3-24-1998)
7. ~~Yard, Setback Areas:~~ All yards and setback areas not occupied by buildings or parking shall be landscaped as herein required. (Zon. Ord., 5-8-1991)
8. ~~Public Right of Way:~~ The area within the public right of way between the curb, gutter and sidewalk shall be landscaped. A minimum of one tree per thirty feet (30') frontage shall be planted and maintained. Trees must be a variety listed by the City as acceptable street trees, (minimum 1¾ inch caliper, minimum 10 feet in height). The tree requirement may be reduced or waived by the City for safety reasons. (Ord. 98-OM007, 3-24-1998)

B. ~~Curb, Gutter and Sidewalk:~~

1. ~~A curb shall be provided along all interior roadways to prevent vehicular intrusion.~~
2. ~~Curb/gutter and sidewalk may be required along the entire frontage of the lot if deemed desirable by the City for drainage purposes and pedestrian access, etc.~~

C. ~~Storage:~~ No storage or equipment or materials shall be visible from any public right of way. Storage areas shall be screened appropriately and be within setback lines.

D. ~~Docks, Service Areas:~~ Wherever practical, loading docks and service areas shall be located so as not to be visible from any public right of way. Every reasonable effort shall be made to screen docks and service areas from any public right of way.

E. ~~Installation; Performance Security:~~ No requests for any building, structure or other improvements shall be approved until site and landscape plans satisfactory to the Land Use Authority have been submitted. Landscaping and site developments in accordance with the approved plans shall be installed within thirty (30) days following occupancy of the building. If said completion date is

~~impossible due to adverse weather conditions, a mutually agreed upon completion date shall be determined by the City and the applicant, but in no case shall the completion date be more than one hundred fifty (150) days from the date of occupancy. The developer (or owner) shall hereby deposit a security of performance as specified in subsections 11-5-7B through C of the Subdivision Title as security to assure compliance with all landscaping and site requirements. If the developer or an agent of the developer fails to comply with the above installation and time requirements, the security of performance may be foreclosed upon by the City to cover costs of installing, repairing or replacing said landscaping and site developments.~~

- ~~F. Maintenance Responsibility: Maintenance of all landscaping shall be the sole responsibility of the landowner/developer. Failure to adequately maintain and protect said landscaping (as determined by the City) shall cause the landowner/developer to be guilty of a misdemeanor as detailed in Section 10-2-2 of this Title. (Zon. Ord., 5-8-1991)~~

10-8-5: COMMERCIAL ZONED DISTRICTS; SITE DEVELOPMENT: All site development and landscaping in the commercial zoned districts (C1) shall conform to the minimum regulations specified herein: (Zon. Ord., 5-8-1991; 1998 Code).

- A. Site Plan Required. A site plan is an architectural plan, landscape architecture document, and a detailed engineering drawing of proposed improvements to a given lot. A site plan shows a building footprint, travelways, parking, drainage facilities, sanitary sewer lines, water lines, trails, lighting, and landscaping and garden elements. Commercial site plans must include:
1. Show north arrow, scale, building location, property lines, setbacks, abutting rights-of-way, parking layout, ADA parking and ramps, entrances to site, curbs, water and sewer lines, fire hydrants, fire lanes, storm drain lines and appurtenances.
 2. Show all existing fire hydrants within 300 feet.
 3. Show parking/loading computations for proposed use.
 4. Show connectivity with adjacent parking lots and interior private roadways.
 5. Show landscaping computations for proposed use.
 6. Provide elevations with rendered elevations for all elevations. Include color renderings of design concept or intent, site elements, and building facades.
 7. Provide floor plans; include the proposed low floor elevation.
 8. Provide cross-sections of the site showing spatial relationships between all vertical elements (building, trees, berms, Light standards, etc.) as they relate to activities and use of streetscape, pedestrian, and parking areas.
 9. Provide lighting and signage plan for the entire site. Indicate how signs will be illuminated, their design and spatial relationship to other site amenities including buildings, and a graphic example of each type of sign. This does not take the place of a sign permit application.
 10. Provide storm water pollution prevention plan if the site disturbs an acre or more, or is part of a larger development.
 11. Provide cost estimates for site development, including but not limited to: landscaping, parking/loading areas, pedestrian areas.
 12. Summary data indicating the area of the site in the following classification: total area of the lot, total area and percentage of the site utilized by buildings, total area and percentage of the site in landscape area, total area and percentage of the site for parking areas (including the number of parking spaces).
- B. Parking / Parking lots. Private parking lots within any development shall provide interior access to adjacent parking lots and interior private roadways. When new developments are being constructed adjacent to existing businesses the project shall join existing drives and parking lots at property lines. When new developments are proposed adjacent to undeveloped land or underdeveloped areas, the new developments shall construct connections which will allow joining of future roads or parking lots.

All accesses between interior lots and roads shall be open to the public for customer parking and access. INTERNAL NOTE: The following is being moved from 10-8-6 C.

1. Visitor, guest or customer drop-off zones and parking shall be provided near visitor or customer entrances into buildings and shall be separated from all-day employee parking.
2. Parking will not be permitted closer than 15 feet to the property line unless it is decided by the Land Use Authority to be in the best interest of the City to permit parking to be closer than 15 feet. (Ordinance Modification 019-99 07/27/99) A business that locates the parking in the rear of the building rather than the front will be allowed a front yard setback of 15 feet. The standard front yard setback will be used when a business locates the parking in the front of the building. When parking is allowed on the street adjacent to the building the standard front yard setback applies. (Ordinance Modification 009-2002 06/11/02)
3. Parking aisles shall not exceed forty (40) cars in a row. Total parking area shall be broken down into sections not to exceed one hundred (100) cars. Each section shall be separated by internal drives to improve traffic circulation.
4. All parking spaces must be designated properly by painter lines or other City-approved methods.
5. Minimum aisle dimensions (from face of curb to face of curb) shall be: 90° parking – 64 feet; 60° parking – 60 feet; 45° parking – 53 feet
6. One access shall be allowed per lot, as exists on the effective date hereof, or one access shall be allowed for each one hundred fifty feet (150') of frontage with a maximum of two (2) accesses per street frontage. Minimum distance between accesses shall be one hundred feet (100') and the minimum distance from the street intersection shall be one hundred feet (100'), except for service stations which are approved conditional uses where only two (2) accesses are allowed per lot with one frontage. A third access shall be allowed for the other street frontage on corner lots as long as it meets the frontage and distance requirements above. (OM 006-2005 02/08/05)
7. Handicap Parking: All private, public and City parking lots shall provide accessible handicap parking. Minimum design, sign and identification of handicap parking spaces shall be as specified in the Utah State Building Board Planning and Design Criteria to Prevent Architectural Barriers for the Aged and Physically Handicapped. (Zon. Ord., 5-8-1991)

C. Landscaping: All landscaped area shall be planted with live plant material and include a permanent automatic irrigation system. The owner, tenant and agent shall be jointly and individually responsible for the maintenance of all landscaping in good condition and free from refuse and debris so as to present a healthy, neat and orderly appearance. The landscaped public area between the curb, gutter, and sidewalk is not used to meet the landscape requirements. See Title 7 Chapter 1 Section 8 of this code for park strip requirements.

1. Definitions:
 - a. Buffering: plants placed intermittently against long expanses of building walls, fences, and other barriers to create a softening effect.
 - b. Landscaping: vegetative plantings such as grass, trees, shrubs, vines and related improvements such as pools, walkways, rockwork and sculpture which is of a design that will beautify and enhance a property, control erosion and reduce glare.
 - c. Screening: masonry wall, fence, hedge, berm, or vegetative planting or combination thereof which is of a design (height, width, material, etc.) that will provide a visual and audible barrier between land uses having different intensities of use.
2. Large retail buildings (15,000 square feet and larger): shall require at least ten percent (10%) of the total lot be landscaped.
3. Retail buildings (detached - less than 15,000 square feet): shall require at least ten percent (10%) of the total lot be landscaped.

- a. A ten foot (10') wide minimum landscaped area shall be provided around the entire building, with the exception of where loading docks, ramps, etc. are located. Up to five feet (5') of said ten foot (10') minimum may be sidewalk. The Administrative Land Use Authority may provide for an exception to this requirement if soil types make it inadvisable to have irrigation near the building. In such case, the required amount of landscaping shall be provided elsewhere on the property.
4. Professional / Office buildings: shall require at least fifteen percent (15%) of the total lot be landscaped.
 - a. A ten foot (10') wide minimum landscaped area shall be provided around the entire building, with the exception of where loading docks, ramps, etc. are located. Up to five feet (5') of said ten foot (10') minimum may be sidewalk. The Administrative Land Use Authority may provide for an exception to this requirement if soil types make it inadvisable to have irrigation near the building. In such case, the required amount of landscaping shall be provided elsewhere on the property.
5. Industrial / warehouse buildings: shall require at least fifteen percent (15%) of the total lot be landscaped.
 - a. A ten foot (10') wide minimum landscaped area shall be provided around the entire building, with the exception of where loading docks, ramps, etc. are located. Up to five feet (5') of said ten foot (10') minimum may be sidewalk. The Administrative Land Use Authority may provide for an exception to this requirement if soil types make it inadvisable to have irrigation near the building. In such case, the required amount of landscaping shall be provided elsewhere on the property.
6. Parking Areas: Landscaping in parking area shall be designed to provide the following:
 - a. Incorporate appropriate plantings that are in scale with their surroundings.
 - b. Separate roadways, travel paths, pedestrian paths etc. using landscaped islands and /or planter strips.
 - (1) Define area where pedestrians are safely separated from the travel path / roads.
 - (2) Reinforce way-finding by emphasizing entrances and circulations patterns.
 - c. Add aesthetic value, provide canopy shade, reduce radiant heat from the surface, reduce headlight glare, and add seasonal interest.
 - d. When possible, preserve mature trees and other significant landscape features which help define the character of the City.
 - e. When planted parking medians are used, they shall be a minimum of 40' 6" (40' 6") wide.
 - f. Planted islands shall be a minimum of twenty-five (25) square feet.
7. Xeriscape. Xeriscape landscaping can work well in Utah's desert climate. Xeriscape landscape is not zero-scape; it is an area filled with color, scent and variety. Trees can be used effectively in xeriscape and with property planning, planting, and care, they will thrive in low-water landscape.
8. Low Impact Development (LID). LID is a stormwater management approach with a basic principle that is modeled after nature: manage rainfall at the source using uniformly distributed decentralized micro-scale controls. LID's goal is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. Developments are encouraged to implement LID's.
9. Trees. One tree (minimum two inch (2") caliper, minimum 10 feet in height) shall be planted and maintained for each one thousand (1,000) square feet of landscaped area. Trees in portable planters shall not qualify to meet the tree requirements.
 - a. Trees within overhead utility easements shall be of a type that customarily grows to a height not exceeding fifteen feet.
10. Plants. The selection of plant materials should consider public health and safety. Plants to be avoided include those with poisonous fruits, large thorns, or invasive growth patterns. The

ultimate form and height of plantings as they mature should be considered so they will not create unsafe conditions or block sight lines for pedestrians, bicyclists, or motorists.

- a. Planting beds may be mulched with bark chips, decorative stone, or similar materials. Mulch shall not be used as a substitute for plants.
11. Snow storage. Landscape materials surrounding parking lots and in islands and medians should be able to tolerate large quantities of snow stored during winter months. Delicate plant material should not be used in area where they are likely to be damaged by snow.
12. Lighting. The intent of lighting is to provide the necessary lighting to ensure pedestrian safety, night vision for pedestrians and automobiles, add aesthetic value to the city appearance, and not create or cause excessive glare onto adjacent properties.
 - a. Lighting height and location shall be designed to illuminate the site only. Light cutoffs are required to prevent spillover of direct light.
 - b. Pedestrian street lights or lampposts located within the public right-of-way are required in all commercial zones.
 - c. Pedestrian street lights or lampposts located within the public right-of-way shall be mounted between 8' to 16' above grade to provide continuous illumination of all street sidewalks.
 - d. Pedestrian street lights or lampposts shall reflect the architectural design characteristic of the surrounding area.
 - e. ~~Exterior building lights affixed to building on street front elevations shall be mounted between 6' to 14' above the adjacent grades.~~
 - f. Up-lighting is not permitted, except as approved through the site plan review for highlighting signature landscape features or building elements.
 - g. HID or fluorescent tube lights (except compact fluorescent bulbs) are not permitted as exterior building lights.
 - h. Floodlights or directional lights permitted for the lighting of alleys, parking garages and outdoor working areas must be shielded or directed to prevent the source of light (bulb or lamp) from being seen from adjacent properties or public rights-of-way.
13. All landscape plans submitted for approval shall contain the following information unless specifically waived by the City. ~~The final landscaped plan shall be stamped by a Utah Licensed Architect and include a statement demonstrating how the design and installation will conserve water.~~
 - a. The location and dimensions of all existing a proposed structures, property lines easements, parking lots and drives, roadways and rights of way, sidewalks, bicycle paths, ground signs, bicycle parking areas, fences, freestanding electrical equipment, tot lots, and other recreation facilities.
 - b. The location, quantity, size and name, both botanical and common names, of all proposed plants.
 - c. The location, size and common names, of all existing plants including trees and other plants in the parkway, and indicating plants to be retained and removed.
 - d. The locations of existing buildings and structures and plants on adjacent property within twenty feet (20') of the site.
 - e. Location and heights of fences and retaining walls proposed on the site.
 - f. ~~Irrigation plan(s) must also be included and must be stamped by a Certified Irrigation Designer (CID), professional engineer (PE), Licensed Landscape Architect. Irrigation plans must demonstrate water conservation.~~
14. Completion; Performance Security. No requests for any building, structure or other improvements shall be approved until site and landscape plans have been approved by the Administrative Land Use Authority.

- a. Landscaping and site developments in accordance with the approved plans shall be installed within thirty (30) days following occupancy of the building.
 - b. If said completion date is impossible due to adverse weather conditions, a mutually agreed upon completion date shall be determined by the City and the applicant, but in no case shall the completion date be more than one hundred fifty (150) days from the date of occupancy. The developer (or owner) shall hereby deposit a security of performance as specified in subsections 11-5-7B through C of the Subdivision Title as security to assure compliance with all landscaping and site requirements. If the developer or an agent of the developer fails to comply with the above installation and time requirements, the security of performance may be foreclosed upon by the City to cover costs of installing, repairing or replacing said landscaping and site developments.
- D. Undeveloped Area. All area of the parcel on which development is taking place shall be regulated by this chapter. Land which is not covered by the building(s), parking lots, roads, landscaping or otherwise improved shall, as a minimum, be restored with natural vegetation and maintained so as not to create a weed nuisance (see Title 4 Chapter 2 of this Code), or the area may be maintained in agricultural production.

10-8-6: **PARKING REGULATIONS:** Except as herein provided, no building or structure shall be constructed, altered or converted for or to any use unless there shall be provided on the lot or parcel vehicle parking of at least the following ratio of vehicle spaces for the uses specified in the designated districts and that all roadways comply with the standards contained herein. The exception being that, an established use lawfully existing at the effective date hereof need not provide parking or roadways as herein set forth and that no existing vehicle parking or roadways be reduced or further reduced below the minimum standards herein required.

A. Schedule: In all districts, the following off-street parking schedule shall apply:

1. Dwelling Unit:

- a. Two (2) spaces for each unit, except as provided in subsection A1b and A1c of this Section.
- b. Dwelling unit occupied by four (4) or more individuals unrelated by blood, marriage or adoption; two (2) spaces per three (3) individuals, plus one additional space for each additional individual exceeding three (3) and up to and including five (5) individuals.
- c. Multi unit residences for persons with disabilities and/or residential facility for the aged; when evidence presented by the applicant warrants, the Land Use Authority may allow a number less than two (2) space per dwelling unit; but not less than 1.5 spaces per dwelling unit to the City Council. (Ordinance Modification 002-02 03/26/02)

- 2. Clinic or Doctor's Office: Ten (10) spaces per clinic or four (4) spaces per doctor or dentist, plus three (3) additional spaces for each doctor or dentist over three (3).
- 3. Restaurant or Cafeteria: One space for each four (4) fixed seats and one space for each forty (40) square feet of floor area for moveable seating under maximum seating arrangement.
- 4. Office, General: One space for each two (2) employees working the shift with the greatest number of employees.
- 5. Commercial:

- a. Recreation And Amusement: One space for each two hundred fifty (250) square feet in use.
- b. Retail Or Personal Service: One space for each two hundred fifty (250) square feet in use.
- 6. Churches, Meeting Rooms, Public Assembly: One space for each five (5) fixed seats and one space for each fifty (50) square feet of floor area for moveable seating under maximum seating arrangement.
- 7. Storage or Warehouse: One space for each five thousand (5,000) square feet or floor area.
- 8. Manufacturing, Process or Repair: One space for each two (2) employees working the shift with the greatest number of employees.

B. General Requirements:

- 1. Buildings, Developments; Computation: In computing the parking requirements for any building or development, the total parking requirements shall be the sum of the specific parking space requirements of all of the buildings, structures or uses in the development.
- 2. Single-Family Dwelling: Single-family dwelling unit (detached or attached) parking shall be provided only in a private garage or in an area properly located for a future garage.
- 3. Plan Approval: Prior to the issuance of any building permit, a plan which clearly and accurately designates parking spaces, access aisles, driveways and the relationship to the use to be served by the off-street parking shall be forwarded to the Land Use Authority for the process of City approval. Approval shall be based on:
 - a. Adequate number of spaces, including handicap spaces if required;
 - b. Relationship of parking to use;
 - c. All parking spaces being usable and accessible by adequate roadway/parking configuration; and
 - d. Parking stalls being nine feet in width by twenty feet in length (9' x 20') and on a hard paved surface (see subsection D of this Section for handicap parking requirements). Access to all stalls shall also be of a paved hard surface.
- 4. Location: Parking space as required above shall be on the same lot with the main building, or in the case of nonresidential buildings, it may be located no further than three hundred feet (300') therefrom. (Zon. Ord., 5-8-1991)

~~C. Commercial General (CGD) Zoned District:~~

- ~~1. Visitor, guest or customer drop-off zones and parking shall be provided near visitor or customer entrances into buildings and shall be separated from all-day employee parking.~~
- ~~2. Parking will not be permitted closer than 15 feet to the property line unless it is decided by the Land Use Authority to be in the best interest of the City to permit parking to be closer than 15 feet. (Ordinance Modification 019-99-07/27/99) A business that locates the parking in the rear of the building rather than the front will be allowed a front yard setback of 15 feet. The standard front yard setback will be used when a business locates the parking in the front of the building. When parking is allowed on the street adjacent to~~

the building the standard front yard setback applies. (Ordinance Modification 009-2002 06/11/02)

3. ~~Parking aisles shall not exceed forty (40) cars in a row. Total parking area shall be broken down into sections not to exceed one hundred (100) cars. Each section shall be separated by internal drives to improve traffic circulation.~~
4. ~~All parking spaces must be designated properly by painter lines or other City approved methods.~~
5. ~~Minimum aisle dimensions (from face of curb to face of curb) shall be:~~
 - ~~When 90° parking — 64 feet~~
 - ~~When 60° parking — 60 feet~~
 - ~~When 45° parking — 53 feet~~
6. ~~One access shall be allowed per lot, as exists on the effective date hereof, or one access shall be allowed for each one hundred fifty feet (150') of frontage with a maximum of two (2) accesses per street frontage. Minimum distance between accesses shall be one hundred feet (100') and the minimum distance from the street intersection shall be one hundred feet (100'), except for service stations which are approved conditional uses where only two (2) accesses are allowed per lot with one frontage. A third access shall be allowed for the other street frontage on corner lots as long as it meets the frontage and distance requirements above. (OM 006-2005-02/08/05)~~
7. ~~Handicap Parking: All private, public and City parking lots shall provide accessible handicap parking. Minimum design, sign and identification of handicap parking spaces shall be as specified in the Utah State Building Board Planning and Design Criteria to Prevent Architectural Barriers for the Aged and Physically Handicapped. (Zon. Ord., 5-8-1991)~~

PROVIDENCE CITY

Development Review Committee Report

Planning Commission Meeting Date: 03/25/2015

Request: Providence City Code Title

Item Type: Code Amendment

Applicant: Providence City

Prepared by: Skarlet Bankhead

Staff Report Summary of Key Issues:

1. Providence City staff was asked to consider a recreation facility in a Single-family Large (SFL) Zone.
2. The proposed facility is a very rustic golf course that would incorporate some speed golf rules.
3. The current Use Chart only allows Recreation / Entertainment as a permitted use in Commercial General District (CGD) or as an incidental or conditional use in Commercial Highway District (CHD).

FINDINGS OF FACT:

1. Providence City Code (PCC) 10-1-5:A. states changes and amendments to this Zoning Title shall be done in accordance with state law.
2. UCA § 10-9a-102 Purposes – General land use authority.
(1) *The purposes of this chapter are to provide for the health, safety, and welfare, and promote the prosperity, improve the morals, peace and good order, comfort, convenience, and aesthetics of each municipality and its present and future inhabitants and businesses, to protect the tax base, to secure economy in governmental expenditures, to foster the state's agricultural and other industries, to protect both urban and nonurban development, to protect and ensure access to sunlight for solar energy devices, to provide fundamental fairness in land use regulation, and to protect property values.*
(2) *To accomplish the purposes of this chapter, municipalities may enact all ordinances, resolutions, and rules and may enter into other forms of land use controls and development agreements that they consider necessary or appropriate for the use and development of land within the municipality, including ordinances, resolutions, rules, restrictive covenants, easements, and development agreements governing uses, density, open spaces, structures, buildings, energy efficiency, light and air, air quality, transportation and public or alternative transportation, infrastructure, street and building orientation and width requirements, public facilities, fundamental fairness in land use regulation, considerations of surrounding land uses and the balance of the foregoing purposes with a landowner's private property interests, height and location of vegetation, trees, and landscaping, unless expressly prohibited by law.*
3. UCA § 10-9a-501 states the legislative body may enact land use ordinances and a zoning map consistent with the purposes set forth in in this chapter.
4. UCA § 10-9a-502 Requires the planning commission provide notice and hold a public hearing on a proposed land use ordinance or zoning map; and prepare and recommend to the legislative body a proposed land use ordinance and zoning map that represent the planning commission's recommendation.
5. UCA 10-9a-503.(1) The legislative body may amend: (b) any regulation of or within the zoning district; or (c) any other provision of a land use ordinance.
6. UCA 10-9a-507.(1) A land use ordinance may include conditional uses and provisions for conditional uses that require compliance with standards set forth in an applicable ordinance.

CONCLUSIONS OF LAW:

CONDITIONS:

RECOMMENDATION:



PROVIDENCE CITY
Development Review Committee Report
Planning Commission Meeting Date: 03/25/2015

Request: Approval of a Final Plat for Hillcrest Subdivision, Phase 4. A 9-lot residential subdivision located generally at 519 East 800 South, Providence UT.

Item Type: Final Plat Approval

Applicant: Jared Nielsen

Agent: NA

Prepared by: SBankhead

General Plan: SFT

Zone: SFE

Parcel ID #: 02-115-004

Acres: 3.03

Number of Properties: 1
Proposed Lots: 9

Background Information:

Based on a decision by the State Ombudsman's office this development is being reviewed and approved under the lot size requirements for a Single Family Traditional (SFT) zone, even though the current zoning is Single Family Estate (SFE). The lots in the Hillcrest Subdivision shall be conforming lots for all purposes under the City's zoning and land use ordinances. Additionally, the parties acknowledge that, unless otherwise stated, reference to any statute, ordinance, specification, rule and/or regulation herein refers to that statute, ordinance, specification, rule and/or regulation effective as of June 14, 2005

FINDINGS OF FACT:

1. DRC used Providence City Code 11-3-3 Final Plat to review the application and final plat effective as of June 14, 2005.
2. DRC used the Providence City Corporation Department of Public Works Standards and Specifications Manual to review the application and final plat.

CONCLUSIONS OF LAW:

1. The Construction Drawings were signed by the City Engineer on March 24, 2015.
2. The Developer provided the City with a letter of credit dated March 23, 2015
3. DRC feels the final plat meets the requirements of Providence City Code 11-3-3 with the following conditions:

CONDITIONS:

1. The development agreement will need to be approved by the City Council.
2. The Developer must either provide water shares or a fee in lieu of \$3,000.

RECOMMENDATION:

The Development Review Committee is recommending that the Planning Commission approve the final plat for the Hillcrest Subdivision, Phase 4 according to the Findings of Fact, Conditions of Law, and Conclusions listed above.

PROVIDENCE CITY

Development Review Committee Report

Planning Commission Meeting Date: 03/25/2015

Request: Amend Providence City Code Title 10 Zoning Regulations, Chapter 1, Section 1 Use Chart, by permitting beekeeping in all zones.

Item Type: Code Amendment

Applicant: Providence City

Prepared by: S Bankhead

Staff Report Summary of Key Issues:

1. The public hearing to consider this code amendment was held February 11, 2015.
2. The following amendment is consistent with changes made to Providence City Code Title 5 Chapter 1 Animal Regulations and Control, Section 9 Beekeeping when the City Council adopted Ordinance 2015-006 on February 10, 2015.

FINDINGS OF FACT:

1. Providence City Staff recommends amending the Use Chart for Beekeeping as follows:

I	Agriculture and Related Uses	AGR	SFE	SFL	SFT	SFR	SFM	SFH	SMH	MFR	MF M	MFH	CND	CGD	CHD	MXD	PUB
1	Beekeeping	P [^] ^	P [^] ^	P [^] ^	P [^] ^	P [^] ^	P [^] ^	P [^] ^	P [^] ^	P [^] ^	P [^] ^	P [^] ^	P [^] ^	P [^] ^	P [^] ^	P [^] ^	P [^] ^

^{^^}Must conform to Title 5 Chapter 1 of this Code, Animal Regulation and Control.

2. Providence City Code (PCC) 10-1-5:A. states changes and amendments to this Zoning Title shall be done in accordance with state law.
3. UCA § 10-9a-102 Purposes -- General land use authority.

(1) *The purposes of this chapter are to provide for the health, safety, and welfare, and promote the prosperity, improve the morals, peace and good order, comfort, convenience, and aesthetics of each municipality and its present and future inhabitants and businesses, to protect the tax base, to secure economy in governmental expenditures, to foster the state's agricultural and other industries, to protect both urban and nonurban development, to protect and ensure access to sunlight for solar energy devices, to provide fundamental fairness in land use regulation, and to protect property values.*

(2) *To accomplish the purposes of this chapter, municipalities may enact all ordinances, resolutions, and rules and may enter into other forms of land use controls and development agreements that they consider necessary or appropriate for the use and development of land within the municipality, including ordinances, resolutions, rules, restrictive covenants, easements, and development agreements governing uses, density, open spaces, structures, buildings, energy efficiency, light and air, air quality, transportation and public or alternative transportation, infrastructure, street and building orientation and width requirements, public facilities, fundamental fairness in land use regulation, considerations of surrounding land uses and the balance of the foregoing purposes with a landowner's private property interests, height and location of vegetation, trees, and landscaping, unless expressly prohibited by law.*
4. UCA § 10-9a-501 states the legislative body may enact land use ordinances and a zoning map consistent with the purposes set forth in in this chapter.
5. UCA § 10-9a-502 Requires the planning commission provide notice and hold a public hearing on a proposed land use ordinance or zoning map; and prepare and recommend to the legislative body a proposed land use ordinance and zoning map that represent the planning commission's recommendation.
6. UCA 10-9a-503.(1) The legislative body may amend: (b) any regulation of or within the zoning district; or (c) any other provision of a land use ordinance.

CONCLUSIONS OF LAW:

1. The proposed code amendment has been processed consistent with the above Findings of Fact.

CONDITIONS: None

RECOMMENDATION:

That the Providence City Planning Commission make a recommendation to the Providence City Council, that they adopt the above code amendment to Providence City Code Title 10 Chapter 6 Section 1 Use Chart.

Transportation Corridors

Including: Roads, Streets, Alternate Transportation Systems

Background

Roads/Streets

Road/street planning in Providence was sided by passage of the subdivision ordinances, which require consistent types of streets throughout the City. Planning Commissions and City Councils have revised and modified the street ordinances in attempts to better meet changing conditions.

The City currently has three types of streets:

1. Feeder Street: A street which carries traffic to a collector street system and shall have a designated right of way of fifty-six feet (56'). Except when used in a cul-de-sac, feeder streets shall not exceed 350' in length and shall not be adjacent to more than eight (8) lots.
2. Collector Street: A street which carries traffic to the major street system, and shall have a right of way of sixty-six feet (66').
3. Major Street: A street which serves as a major traffic way, a controlled-access highway, major street parkway, or other equivalent term to identify those streets comprising the basic structure of the street plan, and shall have a designated right of way of eighty feet (80').

Private streets are allowed; but must be built to the above standards.

As development plans are reviewed, those involved in the review and approval processes rely on the Utah Code, the Manual for Uniform Traffic Control Devices, the City Code, the Public Works Standards and Specifications Manual, and any other applicable codes and/or standards.

The City code requires connectivity of new streets with existing streets and that the arrangement of streets in new developments provide for the continuation of streets to adjoining undeveloped areas. Because connectivity throughout the City is important, the use of cul-de-sacs should be limited. The City Code defines a cul-de-sac as: A street having one open end and being terminated at the other end by a vehicular turnaround; and shall not exceed 600' in length. A connector street shall be used if the cul-de-sac contains sixteen (16) or more lots. A feeder street may be used in a cul-de-sac containing fifteen (15) lots or less.

Providence City is a member of the Cache Metropolitan Planning Organization (CMPO); as a member of that body, the City is involved in transportation planning at a countywide level. Proposed corridors and layout from the countywide plan have been incorporated into the City's plan.

Providence City has one State road, SR165; and one County road (CR238) within the City's boundaries.

Principles

Provide safe, flexible, and accessible transportation corridors throughout the City.

Integrate alternative means of transportation, including public transportation, pedestrian travel, and bicycle friendly routes.

Transportation Plan Directive

Planning for transportation is an integral part of the community General Plan. Safe and efficient transportation corridors are important to the economy of the city and the well-being of its citizens. Corridors should maximize the potential for life safety, consider the needs of vehicle, pedestrian, and alternate transportation means, and add aesthetic value to neighborhoods, commercial areas, and

industrial/manufacturing areas. Current vehicular routing problems must be resolved. Future needs, including alternative transportation systems, must be considered.

Vehicle trip counts and traffic engineering studies

In June 2007 Providence City increased the minimum park strip width to six feet (6'). Thus enabling a greater variety of street trees to be appropriately placed, provide a greater distance between pedestrian and vehicle, and assist in snow removal and storage. It also has the effect of traffic calming (creating a sense of need for slower speed on a narrower pavement section).

Map 1 indicates general locations where major transportation corridors may be placed to provide adequate ingress/egress, and access throughout Providence. Minor deviation in placement of these corridors is anticipated inasmuch as the specific route illustrated may be unobtainable. The map suggests an appropriate right-of-way section for each corridor. Redundant accesses should be provided for new subdivisions which will reduce the traffic through the downtown area. Coordination of future streets with the Cache Metropolitan Planning Organization (CMPO) plan is advised. Coordination with adjacent cities is vital to implement a traffic corridor which will reduce the already impacted Highways 89-91 and 165 (Logan Main Street). The City should consider means to obtain rights-of-way for the proposed roads as funds permit. Negotiation, and eminent domain, if required, may be used as a last resort to implement the concepts of the Transportation Plan.

Alternative transportation systems must be considered for both existing corridors as well as new developments. Alternative systems include, but are not limited to: accessible pedestrian walkways, Urban Trails (discussed elsewhere in the General Plan), bike paths, and public transit.

It is the intent of the Transportation Plan that the Planning Commission recommend the final location of proposed corridors in harmony with the guidelines stated herein.

Current concerns include:

East Benches:

Growth in Providence has occurred along the east bench areas. Traffic from the north bench area is funneled onto Center Street through the downtown area, creating safety concerns, and potential for congestion. Prior to the construction of 1000 South, Canyon road had been the traditional conduit for much of the south bench also funneling traffic to the downtown area.

Areas with Limited Ingress and Egress:

Areas of Providence have been developed with limited access, generally having only one street. The interests of safety and convenience suggest that good planning will address multiple accesses to all areas of Providence. To provide connectivity, the use of cul-de-sacs should be limited.

Alternative Transportation Systems:

Investigation of alternate means of transportation is as important an issue as is creating new roads for vehicular travel. Bus, light rail, bike paths, walking paths are an important part of transportation issues. The City will work with the CMPO and Cache Valley Transit District (CVTD) to coordinate alternative transportation systems.

Variations/exceptions from the ordinances:

At times, deviation from the ordinances have led to less than desirable outcomes relative to walks, park strips, curb and gutter placement, and storm water control, which deviated from the standards included in the ordinances and Public Works Standards and Specifications Manual.

Conformance to the intent of the ordinance is vital. Deviations should not be allowed for the convenience of a developer. However, creative concepts that work within the ordinances are encouraged when applied to entire developments.

Future growth will compound these problems. Creative and careful planning is needed to anticipate transportation needs in advance of newly developing areas.

Future Needs:

- A capital facilities plan for transportation corridors should be drafted, along with updating the 1997 Impact Fee Analysis.
- A bench corridor, near the power lines, not only incorporates the CMPO plan for multi-city connectivity, but also allows bench traffic to travel north/south without impacting the lower downtown neighborhoods.
- Connecting the area of 500 North to Spring Creek Parkway will help with concerns in the north.
- Routing traffic north on 300 East should be a top priority. Improve 200 North/300 East intersection. ~~A proposed roundabout at 200 North will promote better traffic flow.~~
- Development of 200 North east and west is one of the best immediate solutions. Long range solutions are through land not yet annexed to the city.
- Continuation of Gateway Dr to 300 South and beyond will aid the commercial area.
- With the rebuild and extension of Gateway Drive that occurred in conjunction with Logan City's 100 East project, the City anticipates approximately 7000 ADT at the intersection of Gateway Dr and 100 North. The City should consider a round-about at this intersection to alleviate additional emissions from stacking.
- 400 East south of Canyon Road On April 22, 2008, the Providence City Council approved Resolution 08-006 a resolution establishing guidelines for the right-of-way for Canyon Road and 400 East between Canyon Road and the City's south Boundary line.
- ~~The intersection of Canyon Road and 400 East should be improved to provide better vision to the east, and better traffic flow in general. The installation of a round about has been suggested.~~
- Continue 500 East from Canyon Road to 1000 South and beyond.
- Continue 300 East, at approximately 870 South, south as a complying paved road.
- Upgrade 300 South from Canyon Road moving west to 200 West. Align roundabout at 200 West/300 South.
- Upgrade/build Spring Creek Parkway from Gateway Drive going east to future Grandview Drive.
- Improve 100 East/Canyon Road to 300 South.
- Eliminate extending Cove Street to Canyon Road.
- Continue 100 South from 200 West to Highway 165. Improve 200 West/100 South intersection.
- Improve intersection at 100 North/200 West.
- Extend 330 West from 700 South north to 100 South.
- Extend Main Street to Millville 200 East.
- Improve 400 East from Canyon Road to Millville city limits.
- Join Hillsborough to Hidden View.
- Extend 600 East from 1000 South to Hillsborough.
- 500 East to continue from Canyon Road to 1000 South.

- Continue 800 South to 500 East.
- Improve 100 North to 400 East.
- Improve 300 East from 100 North to 200 North.
- Improve 400 East from Center Street to Spring Creek Parkway.
- Improve 200 North from 400 East to 300 East.
- Upgrade Canyon Road to Providence Canyon.
- Construct path along Canyon Road.
- In the downtown area, each street has been considered and should be improved in accordance with the Downtown Street Cross-Sections. In general sidewalks will be placed at the property line; however, in areas with existing sidewalk, new sidewalk will be placed to allow a smooth transition. Curb, gutter, and asphalt width will be installed in accordance with the Downtown Street Cross-Sections.

DRAFT